underground Astoria

Title: Underground Tour Part 1 The Pit

1) Tour Begins in entrance to the Pit. **Station 1**
   a) What you see
      i) Entrance has some pictures and artifacts from underground. We'll have a 16 by 12 foot office receiving area posters, information on the walls and gathering spot for the guide to begin.
      ii) . At the very beginning we will be handing out the flashlights and that way people can test them before we start the tour and also hard hats. The items that should be done at the first station is to introduce the guide, discuss safety procedures, what the tour will entail. Then an introduction to the tour, which includes what will be covered by the tour,
   b) Introduction to the tour.
      i) Hi everybody. My name is ????.
      ii) Welcome to the Underground Astoria tour in the oldest American settlement west of the Rockies. Is it a tour? an exploration? or a history lesson? Yes! it will be.
      iii) Right now we are in a spot that we call the Pit, not because it's as messy as a teenagers bedroom but we are below street level, These WERE the streets in 1922 before Astoria was rebuilt from ashes after a devastating fire that destroyed 30 blocks of the downtown. 21 million dollars damage and loss ($320,918,816.57 in today dollars).
      iv) Being a waterfront town docks and piers jutted out to the Columbia River to receive fish, ship lumber and be a major port on the west coast. At the turn of the century trees were abundant so you had an entire town built out of wood on wood
      v) Fishing near the mouth of the Columbia River offered sizable rewards, but was accompanied by great risk, attracting a large transient population that spawned the growth of saloons and brothels and contributed to the city's unruly nature.
      vi) So just think what a cigarette could do from a sailor with a little too much to drink and careless with his fire stick. The tour won't start here, We're going across the parking lot and immediately going underneath the streets of Astoria. A spot where in the day a drunken patron might have been carried to their dock edge where a ship was willing to pay $25.00 for an able bodied man to be a deckhand for a year, it was called Shanghaiing.
      vii) The year is 1877, and twenty year-old Jeff Daly opens his eyes, trying to place himself in what feels like a dark, damp cave. The last thing he remembers is having a great time at the Astor Saloon. (Guide pulls bottles and glasses and acts the roles)
      viii) Just as Richard was getting ready to head to his boarding house for a good night's sleep, the barkeep at the Astor Saloon poured a round of whiskey shots for everyone in the tavern, on the house.

ix) Richard hears men's voices and realizes that wherever he is, he's not alone. If he could just get the room to stop swaying
x) Richard, like thousands of men who passed through Oregon between from 1850 to the 1950s, was a victim of shanghaiing – the practice of sending unwilling men out to sea, usually to serve on ships lacking full crews. In addition to being the oldest American settlement west of the Rockies, Astoria's streets tell tales of its rowdy adolescence as a fishery hub in the late 1800s. Visitors today can still go to many of the scenes of the crimes, literally, that earned Astoria its reputation as what one late 19th-century reporter called "the most wicked place on Earth for its population."
xi) Everybody should now be grabbing a flashlight. We have hard hats available if you think you might need them because we're going underneath the streets and exploring some of yester years stories and you never know, maybe a piece of history might fall on you…for no extra charge. And I know you are going to look fabulous in the pink.

c) Discuss Safety

d) Tell Story About Astoria Fire

i) **Source of the Story:** Jen Bodendorfer OPB Feb. 2, 2015 midnight | Updated: Feb. 18, 2015 7:59 a.m. The Oregon Historical Society. #ba008057
ii) **Summary of Events:** The Astoria fire of 1922 blazed through the city's wooden downtown, eventually destroying as many as 30 blocks and leaving 2,500 homeless.
iii) The oldest U.S. settlement west of the Rockies, Astoria, Oregon is located near the mouth of the Columbia River. By the 1920s, what started as a fur-trading outpost had grown into a thriving city of over 10,000 with its economy centered on timber and fish canneries.
iv) This historic city was built of wood: wooden buildings on wooden foundations. Even the sidewalks and streets were made of wood. Several entire blocks near the river sat elevated off the marshy ground on wooden pilings. And all of this wood created some unexpected consequences in years to come.
v) At 2:00 a.m. on December 8, 1922, the first shouts of "Fire!" sounded in Astoria's business district. The area was soon engulfed in flames. The fire rapidly burned out of control, destroying as many as 30 downtown blocks. Portland dispatched firefighters and equipment to help with the blaze, which was finally brought under control by dynamiting buildings in the fire's path.
vi) Financial losses totaled hundreds of millions of dollars. Nearly 2,500 residents, mostly those who lived in downtown apartments, were left homeless. One death was attributed to the fire.
vii) Most of Astoria was promptly rebuilt after the fire. Main Street today remains much the same as it appeared after its 1920s restoration. Having made it a priority to preserve buildings of its past, Astoria now claims to have more historic houses per capita than anywhere else in Oregon.
viii) This is where the underground of Astoria was born…

2) When ready take the tour outside and over to the chain-link fence and go through the gate under sidewalk to the hidden Door **Station 2 .**
   a) What you see:
      i) Where we are now is actually underneath the sidewalk. And you can actually hear people walking above us on the other side of that submit wall, which is called a chair wall, lies two or three tunnels that could be carrying either sewage lines, utility lines, and all of the gas and electrical utilities by interest as story was the first city in the country to actually put all of their utilities underground. And that happened in 1923 after the devastating fire that almost wiped out all

      ii) I know you don't want to lose control of group but since we are talking about the chair walls and the fire at this point and how they relate it might be an idea to post these pictures hanging on Chain Link fence.
         (1) Pictures hanging off Chain Link Fence.
            (a) 13 and Exchange mid 1800s
            (b) Looking North from Alameda Ave 1870
            (c) Astoria the Venice of the West
            (d) Before Astoria fire 1922 Picture 1
            (e) Before Astoria fire 1922 Picture 2
            (f) Astoria fire 1922 actual smoke and fire
            (g) After Astoria fire 1922
               (i) After Astoria fire 1922 picture 1 is Commercial Street (next Block up) about two blocks from here.
               (ii) After Astoria fire 1922 Picture 2 is the old Weinhard Hotel
   b) Script for Station 2.
      i) As we enter the underside of the sidewalk you will start understanding why you see cement pilings and underground driveways and parking lots all through Astoria. It might be a little bit cool. It might be a little bit wet and it definitely requires watching where you're going while walking. So let's get started. There were areas like this that were accessible back in the seventies and the eighties. We're going to tell you that some of the stories of why fencing like this had to be put up. Of course today we have homeless folks that are looking for a place to camp, which is a reason why this is all fenced in and locked off to keep them away from it. But guess what? We have a key. where, OK, well we have a key and so we can get into one of the entrances to our underground. We ask people to step inside so we can close the gate behind us.
      ii) Where we are now is actually underneath the sidewalk. And you can hear people walking above us. On Dec. 7, 1922, a massive fire swept through the city. Thanks to Astoria's wooden underbelly, the fire was able to spread quickly, almost out of sight until it soared into the buildings above. Buildings were blown up with dynamite in an attempt to check the flames.

iii) On the other side of that cement wall, which is called a chair wall, lies two or three tunnels that could be carrying either sewage lines, utility lines, and all of the gas and electrical utilities. Astoria was the first city in the country to actually put all of their utilities underground.

iv) Before the chairwalls and tunnels were built, the streets and buildings downtown were raised above a tidal flat and the tides by wooden beams and driven timber pilings. Most of the buildings were timber as well.

v) If you could slice a street in half and view the bones of a chairwall, the name would immediately become clear. In a cross-section view, the structure looks like a chair that begins directly below sidewalk curbs. Sand fills the empty space between opposing chairwalls.

vi) For each chairwall section, a wall drops down underground — the back of the chair. Another section extends out. This is the seat of the chair. Then another wall drops from the end of this seat. The legs of the chair.

vii) Climb into the tunnels with city public works and they will emphasize the danger. These are small, enclosed spaces. The air could turn dangerous quickly. At any time, anyone could flush anything into the sewer system. If the ground started to shake, it's the last place you would want to be. When they goes underground, they have a small gas detector on hand and is in constant communication with another Public Works employee on the streets above them.

viii) As you can see in the harsh environment with winter rains and salt-air, It's created havoc on a lot of the concrete that you're looking at.

ix) Public Works staff hope the structures will be included on the National Bridge Inventory, which could make the city eligible for outside funding sources which is an important point since the cost of repairing and, inevitably, replacing the chairwalls will be well beyond what the city can afford.

x) "(There's) not even a ballpark," City Engineer Jeff Harrington said of the costs of future replacement work. "It's going to be millions of dollars."

xi) Actually where we are standing now, in 1922 we're would be underwater. if there wasn't these walls and dirt between us and the river, which is a city block, we would be feeding the fish.

xii) For forty years the underground of Astoria had many transitions and purposes of what was here what Astoria looked like before the 1922 fire.

c) something about merchants receiving product, hidden bars and card rooms, Chinese forced to live and work underground.

i) Tell Story about May Spexarth Miller memories of Underground

(1) . **Location or Station:** Underground from Exchange and 11th through Bond to Astor ST

(2) **Source of the Story:** Cumtux Spring 1998

(3) **Key People in Story:** May Spexarth Miller, Father A. G. Spexarth,

(4) **Summary of Events:** May's father A. G. Spexarth was born in Prussia in 1848 and immigrated to the USA and after completing his studies in Portland moved to Astoria in 1874. He opened a general store in 1876. His store carried variety of

items for this robust community but he specialized in Guns and sewing machines and had a growing repair business. May at age 12 on summer vacation accompanied her father who was requested to repair a sewing machine his store sold to a Chinese family. Since the family lived in China Town they needed a guide to show them the way. They went underground through one of the tenements on 11th and Commercial. This tunnel went through Bond and to Astor. She describes that they were just above the high tide mark when they arrived at where the Chinese family were living. She went on to describe how the underground smelled Incense opium and a variety of unpleasant odors of an area with minimal sanitary features and open cooking. She said she and her father hastily fixed the sewing machine and quickly left the area coming out of the underground on 8th and Commercial near the post office for fresh air and daylight. She said "the odor and thoughts of those families living down under the sidewalks really got to her.

(5) **Side Notes:** When the Canneries sprung up in the 1870's there was a shortage of workers, since most of the indigenous population had died off from illnesses and few settlers had arrived. So the Chinese labor brokers brought hundreds of male workers from Guangdong Province, in the Pearl River Delta.

(6) By 1880, there were 2,317 Chinese in Clatsop County, a third of the population. Nearly all worked in Astoria's canneries, which were built on wooden pilings over the water.

(7) Sanborn Company fire insurance maps from that era show a densely-packed Chinatown, right alongside row after row of "Female Boarding," the maps' euphemism for brothels.

(8) By the 1880's anti-Asian sentiment was running through the west. Although the need for the hard working Asians to keep the canneries running prevented Astoria from following the example of towns like Tacoma and Oregon City, where white mobs attacked Chinese in the dead of night and forced them to leave town. However the Knights of Labor was an active part of the anti-Chinese movement. In February 1886, they got 18 cannery owners to sign an agreement not to employ Chinese workers once that year's salmon season ended. The agreement didn't hold, and the Knights of Labor went into rapid decline soon after.

(9) However, exclusion and hostility took a toll on the Astoria Chinese. Workers returned to China, or stayed in other cities instead of returning to Astoria for salmon season. By 1890, Astoria's Chinese population was 925, and by 1900, 601.

d) As you Head West towards the door entrance to the underground. Say:

i) You could actually walk from one end of downtown to the other…. underground. And one other attraction was that it was a perfect playground for the kids to play fort, be a monster or hide and seek. A common kid activities in the 50's and 60's was ride the ferry all day for 25cents or explore the vast mysterious underground playground

ii) We are going to tell you the story about the underground today and we will show you places that only we have access to….the tunnels.
iii) Today. You sometimes need a key or sometimes you just have to know how to do it. Come over here, let's go see what it really looks like underground. (then open the door)

3) Charlwood's Long Hall **Station 3**
   a) What you see:
      i) Entering station number three, some sort of log or board as you try and break through the door. We can either have as we opened the door, what you see is a dark black hole. We have everyone turn on their flashlights, put on their hard hats. We walked through the door. We're standing in about a 10 foot square vestibule where we will now start to discuss this aspect of the tour. Once everyone is in the enclosure with their flashlights on the guide, has the last person close the door? Then as people are looking around with their flashlights, they're not seeing very much very far.
      ii) So we turn on our, work lights with the remote that the guide has. Now the room is illuminated where everybody has a vision down to the end of this long hall or tunnel.
      iii) Better example of Chair Walls and give them the history of the chair walls;
   b) Script for Station 3: This is the time where the guide would go into the history of the story of fire where it is located, and then the second part of it is to go into the reason why they had to build the couch walls and discuss why that was important to have that shape or looking. We slowly walked down the hallway as we talk about the fire, the history of the chair walls and continue on when we get about midway down the tube
      i) Chair Walls of the underground.
         (1) **Location or Station**: Start of Underground tour Under Parking lot on SE Corner Marine and 11th
         (2) **Source of the Story:** Interview of Assistant Public Works Supervisor by Jeff Daly
         (3) **Key People in Story**: Jeff Daly and ?
         (4) **Summary of Events:** What you are looking at now is the sidewalk runs out and then it drops down 4 feet and drops out 4 Feet and drops down again and the chairs that you are seeing are the legs of these pillars that are coming down the support the backside of it to leave that side of open for our utilities run through for sewer, water, power and communications and so anyways out that is actually underneath the street the curb is just on the other side of that portion right there just about a foot out and then that's underneath the street and then streets are usually filled with dredged spoils with sand and or dirt. There are some places that the tunnels go underneath the intersection like what you see to your left that ties into the chair wall on the other side.
         (5) Then you'll see in the wall that strong back over there that ties into a rod that goes all the way to the other side of the Street and connects to the chair wall on that side to give it strength. So it's similar to what you do with the brick walls of a house. It just ties it all together because you have a solid wall there now in

addition to the original support pillars spaced 10 feet apart that the docks and road originally were built on top of.

(6) This system was built between 1923 and 1924 after the 1922 fire. This is what they came up with because they did not want wood dock any longer after all of the fires in the past. They wanted them made of concrete and also lifted the road bed up because in the past you could row up to the foot of the hill to Exchange street underneath the docks. They made it so it is all filled in with solid material and raised it up to what we have today.

(7) You will notice deterioration of the concrete in the chair walls because it has been there since the 20s or almost 100 years. When they poured the concrete they did not make sure the reinforcing steel was completely covered by the concrete. Corrosion is the cause of spalling and splitting of older concrete structures. The rust expands 5-10X its original size, which puts pressure on the concrete and pushes it out and breaks it apart. You now can see this all throughout the underground. If it was covered originally it would have lasted forever. They should go back and cover the rebar but probably won't be due to the costs. Even with spray on concretes you would need to clean all the rust off first.

(8) They determined the height of the tunnels by bringing the top of the chairs and support pillars up to the footings of the existing buildings. Although many of the building that burned in the fire were wood they still had concrete footings and not all of the building were completely destroyed. So it was much easier to match the existing footings. So we believe that the height of the city is about the same as in 1922. Except now it is supported with the chair walls and the fill supporting the roads.

(9) Most of the area most severely burned downtown corridor from 10th ST between Marine and Commercial to 17th St and up the hill to Duane and Franklin streets is where the more effective chair wall approach is seen. However, if you go over by the Norblad Hotel on 14th between Duane and Exchange you will find that it is quite a bit older. Instead of Chair walls they just have strait walls going underground to support the road like a basement and the water main just runs across the basement of the hotel. They used this approach in the less damaged areas of the city.

(10) We are now below the river level in this part of the tour and most of the Basements of the buildings down town. What keeps much of the river out of the basements are the walls and roads that were built in 23 and 24. However, we still see water seepage during super high tides and heavy rains.

(a) After history of our story and that kind of technical information. Then we mentioned to the people, you're probably noticing refrigerators and other items in here. What's the story behind these?

(b) One of the things after we're done talking history and the fire is to look at all of the assorted accumulation of junk. Now the question is, is this because they were using it as a unseen garbage dump or parts of buildings that fell

through? We don't know, so this, as you can actually see, you can see some of the scraps coming out from the wall in front of you. They're below the petite marine paints sign. Was that brought in by the tide? This is the perfect spot where we stop them and say: “we're just before the door going into the projection room, but what we have is a wall in of us and we tell a short story about this being a squatters wall.

(c) A squatters wall is where people back during the last hundred years would live underground. They would find a spot that was dry and they would make that into their home for years to the cloud door.

(11) Let's go through that clown door.

4) Enter the Theater: **Station 4:** The door will be closed. People come through the clown door and it will be a basically dark room with just a couple lights teasing where the next area is. So this is the beginning of station number four, the projection room and the picture of the clown car. We start out with it being very dark, maybe one light flashing, swinging from the roof. We then click on the lights so that now we have the rotating lights flashing around. So now people can see at that point we say,

a) Oh look, somebody who's been watching movies here.

b) What you see:

i) A theater with Seats and a mockup of an original picture of the Astoria Clowns. once everyone is seated, we'll start the projection. The movie will be between six to seven minutes. Primary subjects are going to be the mole gang and the Astoria clowns. We might include just a tad bit of history, but we covered more of that in station number two. So we go ahead run the movie when it's done, lights come back on after the movie.

c) Subjects to cover in Video:

i) Astoria Clowns

(1) Location or Station: Main Theater of Pit

(2) **Source of the Story:** Oldastoria.com and **“**ASTORIA OREGON: CULTURE, TALES AND HISTORY” a Facebook Group..

(3) **Support Graphics: Back of Theater is picture of Clowns and Car.**

(4) **Summary of Events:** One of my favorite stories about the underground was when the Astoria Clowns would go into the certain stores and come up through man hole covers when the clown car would pass and 7 or eight clowns would come out of the outhouse they towed for parades.

(a) ***How the Astoria Clowns Came to Be*** In 1955 some Astoria merchants, organized under the Chamber of Commerce Retail Merchants Committee, with Sam Yockey as chairman, entered the Lewis & Clark Sesquicentennial Regatta parade as clowns. The idea originated with Charles DeFoe, secretary of the Astoria Chamber of Commerce. Chuck had previously been chamber manager at Lebanon where some of its members had dressed as clowns to help with its Strawberry Festival. Chuck borrowed their costumes and acquired red noses and make-up. After the parade the costumes were

returned to Lebanon, but were borrowed again for the 1956 parade. After that they were never returned, but many clowns acquired their own outfits. Sam and Chuck decided that clowning was more fun than building a float.

(b) The clowns had so much fun and received so much attention in the parade that their performance was repeated in the Astoria Regatta Parade in 1956 and 57 with a growing number of props. One prop was a folding Japanese military bicycle someone had brought back from the war. In the 1957 Regatta parade, Jorma Leinassar was riding it when it collapsed and he broke his arm. This didn't slow down his clowning zeal, but while recovering, he decided the group should be incorporated in case of a lawsuit from parade activities.

(c) Dr. Jorma Leinassar, Dr. Harry Duff and Sam Yockey spent long hours at Pier 3 of the Port during the winter learning to ride unicycles and Floyd Reith later became proficient on the one-wheeler. Arnold Mart sold for $250.00 a 1948 Chrysler that had been an emergency ambulance. This was painted bright yellow. Since one of the main goals of the chamber at that time was to promote a trans-Columbia bridge to replace the outmoded ferry system, the clowns decided to make that their goal also. A bridge and the slogan "Let's build the bridge" were painted on the car. The purpose of the organization at that time was to sell the people in OR and WA on the need for a bridge across the Columbia.

(d) Since the legislatures of OR and WA would have to agree to sell bonds to pay for the bridge, the clowns decided to spread the word through the two states.

(e) In 1958, at the urging of Jorma Leinassar, the group organized as a non-profit corporation, separate from the chamber. By then it had 15 members. Carol Wooldridge painted a clown face on plywood that was placed on top of the 1948 Chrysler that was painted bright yellow and covered with the bridge slogan "**Come on Oregon Let's Build the Bridge**." That year the clowns paraded in Castle Rock and Longview Washington and Florence, Oregon in addition to the annual Regatta. In 1959, the schedule included the Seattle Sea Fair and the Portland Rose Festival Twilight Parade along with a number of other out-of-town appearances. The OR legislature came to Astoria to listen to the community's needs for a bridge and were entertained by the clowns. Bonds for the bridge were finally authorized by the 1959 OR and WA legislatures.

ii) Segway into story about the **"The Mole Gangs" (If you have more stories we can include them in video).**

(1) Source of the Story: The Dailey Astorian 10-5-17 and Several Personal comments

(2) **Summary of Events:** In the early 60's and although most merchants had blocked entrance to their basements, kids, who were smaller, snuck into stores stealing candy and moving furniture, equipment and even cars in a joyful fun time. Soon the police caught up with the miscreants and they were firmly punished by their

parents. However they found that they were not the first or last. These tunnels were used by many of their own parents and later by several homeless and less savory individuals.

(a) One of the Bar tenders at a downtown bar told us of parts of the town near the new Garden of Surging Waves has several hidden entrances to the tunnels and that one does not want to go into there since there are several individuals that live down there full time and are not the least bit friendly.

(b) According to an article in The Daily Astorian, “Thousands of feet of tunnels and similar structures called “chairwalls” stretch under downtown. They date from 1915 and 1923 and are the reason the city can’t just simply fill the hole known as Heritage Square near the Garden of Surging Waves on Duane Street. The walls weren’t built to carry that kind of load against their sides.”

(3) Unfortunately there is little written about the Mole Gangs that used to sneak through these tunnels. However we queried the 4,545 Members of the ASTORIA OREGON: CULTURE, TALES AND HISTORY Facebook Group for any good stories. Here are some of them: (Instead of referencing the individuals maybe we just use different voices for each of the quotes. Otherwise we need to get releases from each person if we use their names.)

(a) **Eric C Swedberg** The first I know of were the "Mole Men" in the late 1940s and 1950s. I'm not aware of them burglarizing any businesses, they were believed to be sailors from the Tongue Point base exploring the maze below the sidewalks and writing in passageways "The Mole Men Were Here". There were individual burglars dating back to the 1920s, but the "Mole Men" name wasn't applied to any until after the original MM crew's mischief. In the 1960s a new band of crooks started hitting shops downtown and people who remembered the fables of the previous decade dubbed them the same. On occasion, someone goes down there and writes their own MM impersonation. Infrared cameras were quite expensive then, nobody in Astoria could afford one. I did some exploring under the sidewalks in the late 1960s and early 1970s, I learned how valuable a good flashlight is, although in the daytime, the skylights let in a little light. It's pretty dusty down there, except where the water leaks in, not exactly where you want to take your date. A lot of stores would just store their trash in the passageways, and if you went to the ends of them (around Exchange), you would see a lot of debris from the 1922 fire. I stopped going down there when a couple of guys started burglarizing places in 1970/71.

(b) **Sam C Yockey** stories we will never know going on in Astoria Underground. One of my favorites the Astoria Clowns would go into the certain stores and come up when the clown car would pass and they would come out of the outhouse they towed.

(c) **Melvin Dunaway** We found access to the old storm tunnels at low tide. We were responsible for rearranging the furniture in the bank twice. I wasn't involved in the candy thing. I found a way into the basement of the Schooner

tavern where I found a billiard table. I practiced on it using a box to stand on to reach it. One afternoon a voice said nice stroke. It was Archie Wirrkila (20 years running 3 ball 3 cushion northwest champion). I was 13 in 1957. He took me under his wing for 3 years.

(d) **Pieter DeZwart** The mole gang took place in the 60's, I wasn't invited but most of the kids in my neighborhood were placed on yard arrest when they were found out. I remember kids walking through my neighborhood throwing candy out on the street kind of like what they do in a parade, I do know names but my lips are sealed. Most of down town was burglarized by certain entry points and once in access was easy. There were write-ups in the Daily Astorian, that might be a place to get information. In the articles in the paper it was said that the police had installed inferred cameras to ward off any further "criminals" from attempting that again. I believe that was false information.

(e) **Lorenzo Carlson** I used to get under there from the basement of what was once Theil's music, a hole in the wall under the street, also from the sunken parking lot at 13th, a couple of others places along Marine Dr. All plugged up now, or homeless camps.

(f) **Mike Ramsdell** When I worked at the city engineering dept. I was assigned to map all the chair walls & tunnels. The map is filed at the dept. It was available to look at but no copies to be made. Several stores had doors from their basement to the chair wall area. I do know the gang were the popular students from AHS and not much happen to them . One was our Mayor's son.

(4) While the movie is running turn on the smoke machine and the lights that we will use for tunnel number 2. When Movie is completed take the tour into the room that Jack the Cat used next to the theater.

5) Enter Jack the Cat room. **Station 5**

a) What you see: When the movie's done, lights come back on we have everyone come over here to the wall where it says **Lafayette Authorized Nash Service**, and we start to talk about Jack the Cat's residence.

i) Jack the Cat's bed, the cab company phone, his tombstone, some chairs, and a cigarette ashtray, chess piece, his flask, and a lot of other thing.

b) Script for Station 6:

i) And that's what brings us to this room that you see on the right if it's what we calling room. This is what we referred to in the outer sidewalk area as a squatter spot. You would find a place underground that was relatively dry and hopefully had some heat coming from other buildings and you would set that up at your place to live. It's just that you didn't have a normal front door you would have to come and go underneath the sidewalks.

ii) This was the area were Jack the cat gave shoeshines actually when you quit quirky he got them up to a dollar. He was very unusual character he was here in the 50s in

the 60s. And he worked underground and also lived there. As you look in the room you see where he had his chair set up where he could do his shoeshines there was always a cold soda off to the side waiting for every customer.

iii) One of his customers was Bill Van Dusen who owned the Pepsi bottling can company. And Jack was always made sure that he'd have a Pepsi or a 7-Up available when Mr. Van Dusen come in to have a shoeshine. There's even a Pepsi sign still hanging on the wall over there that must've come from Mr. Van Dusen

iv) And the reason he would come down into the basement because upstairs was where the barbershop was. It was located on commercial Street and it had three barbers working upstairs with about a dozen chairs lined up with most people sitting around reading playboys pretending like they weren't interested.

v) But in the door at the back of the shop they went downstairs to where Bill had his shoeshine store set up. And he would get a job waiting as customers waited to get their haircut.

vi) That's right we mention that he lived here also there was a reason behind that. You'll notice here in the room there is a bed and that's probably where Bill spend his nights. You'll also see that there's a phone booth in the room Bill worked also at night let alone his day job of doing shoeshines.

vii) But back to Jack the cat for a momento. He was the only African-American citizen living in Astoria during the 50s in the 60s. And it wasn't because of race but other reasons we believe that he decided to stay and live underground. He would come up during the evening times to go up and down the street and extend peoples awnings over there storefront windows or bring them in if there were storms forecast. He didn't go to the grocery store people went shopping for him and brought him the supplies that he needed.

viii) So as you sit in this room or you feel the cement and you sometimes hear the buzz of the street lights outside you wonder what an odd lifestyle this would be. But for Jack it was very comfortable he used to work in the Navy on a submarine. So living in tight quarters without windows or daylight or sunshine was nothing new to him in fact during his time in the service he grew quite comfortable with it. So as you sit in this room you feel like you could be in a submarine underneath the water deep hidden from everybody but instead you're hidden away from the city above you.

ix) We don't know a lot about Jack other than with a few old timers recollect. The old tombstone you see against the wall was found underneath the streets near a company that made tombstones. Nobody really knew Jack's last name but it had the slogan of a sailor at the bottom of it. And as they say about sailors they want to go down with the ship.

x) Yeah Jack used to work nights that's why there was a phone booth in his room he had a wonderful voice and he was very calm and assuring so he would answer the phone late at night so nobody else would want to work he had nowhere else to go.

6) **Station # 6** The rest of the underground at the Pit. As we walk out of Jack the cats, the time to do the specs are story probably should be just before we go into the entrance to the second tunnel over, but wait, there's more as we enter station six, have everyone turned their flashlights in on and then go through the doors entrance.

a) What You See:

i) What you see as you walk through the door, what you see is a red light signing on. Say Pepsi please. Everyone has their flashlights turned on. We walk in to the first pylon and we stopped at the very beginning by where the steps are going. At this point, we then start with description of station number six at station six. The discussion would be on the car parts and why they're here at one time there was a car dealership above here and rather than spending the money to take things to the dump, they conveniently just tossed it into the tunnels.

ii) Over in the corner is a gate so you can look down the tube and at that point we'll have a couple of maybe rats looking out and then we'll tell the story about the Astoria rat wars. We can talk about in the behind the fence or the actual pipes and utilities that are carried underneath the city of Astoria. Stay quiet and listen to the sounds. You can hear water coming down. You can hear cars coming over. What else can we hear you say that again?

iii)

b) Script for Station 6:

i) But wait there is more. Turn on your flashlights and hold on. Head over to gate in corner.

ii) As you look through the gate, you see where the sewage and utilities transverse the streets. Well, now sometimes underground is where you will find other creatures. Well, if you look around in our space, you'll notice there aren't cobwebs. There are no bugs and we also don't have rats mainly because there's nothing to eat here, but do they exist.

iii) **RAT WARS: IN ASTORIA, RODENTS GO WITH THE TERRITORY Printed**

(1) **Source of the Story:** By KATIE FRANKOWICZ *The Daily Astoria**n*** **2-23-2018**

(2) **Summary of Events:** 'ANYWHERE YOU'VE GOT WATER AND HARBORAGE THEN THERE'S GOING TO BE RODENTS.' Meredith Riley | a county environmental health inspector

(3) It is absolutely a fact that when a rat charges down a city tunnel at you it is the size of a buffalo. Why else would you flail around with your flashlight like a beam of light will protect you? You didn't even know your voice could go so high.

(4) Thousands of tiny rodent footprints dot the ground in the tunnels below downtown Astoria. Maybe that's just one very industrious rat, Ken Nelson, the city's public works superintendent, suggested. It's possible, right? There could just be one rat down there pacing frantically back and forth.

(5) Sorry. Rats are absolutely in the city's sewer system, where they find both shelter and a steady supply of food. "They're the little garbage men of the sewer," Nelson said. He himself has been charged by a rat roughly the size of a St. Bernard.

(6) Salem, Portland and Eugene are seeing an uptick in urban rat numbers this year. In Astoria, they never left. Some downtown businesses and property owners report several rat sightings this winter. They theorize extra high waters associated with king tides pushed rats out of their usual hiding places.

(7) Though few people want a rat in their basement or business, rats and river towns go hand in hand — and 70 years ago, rats were seen as a big enough problem that Astoria leaders implemented a citywide extermination program.

(8) **Rat wars** In 1948, Clatsop County was one of 22 other their investigations, the committee members noticed a lot of overflowing garbage around town, backyard refuse heaps and vacant lots piled high with junk. They argued for a permanent program to deal with rats. The localities across the nation selected for a demonstration on how to deal with outsized rat populations, according to newspaper reports from the time.

(9) That February, the Astoria City Council received a letter from a county health inspector and a county sanitation officer who said Astoria needed a rat control campaign The city is a "seaport, accessible to rats bringing disease from abroad," they warned, and "the presence of underground passages and sewers opening on the waterfront encourage the development of a big rat population."

(10) County officials recommended a twofold war: Attack obvious food sources, then attack the rats themselves.

(11) They suggested Astoria also implement compulsory garbage disposal, improve care of city dump sites, campaign against dumping garbage outside of the city dump and approach private property owners and businesses about rat proofing their buildings and homes.

(12) At one point, more than 10,000 rats were killed at city dump sites in Astoria and Warrenton, victims of the "deadliest rat poison ever developed." Astoria and other cities across Clatsop County officially declared war on the rats in mid-April.

(13) **Baited with poison t**wo "rat-killing experts," employees with the federal wildlife service, traveled to Astoria to provide demonstrations. Their tools were repurposed apple crates baited with poison. People would later blame a sudden rash of dog deaths on this very same poison, but one expert pointed out that the apple crate death boxes were specifically constructed to keep pets away from the bait.

(14) **Rat wars: Astoria baits 38 manholes every month to keep the rat population down in the sewer system** Astoria Mayor Orval Eaton assembled a committee to look at how to control the rat population. In items they wanted to include in a city ordinance hewed closely to what the county officials had suggested.

(15) By the 1950s, Astoria declared itself victorious over the rats. In 1950, E.T. Christenson, a member of the mayor's rat control committee and plant manager of the Astoria-Pillsbury flour mill, reported it was rare to see a rat in the city dump or along the waterfront. The next year, the head of a Portland firm Astoria

contracted with for rat control work estimated the rat population in Astoria had been reduced to 50 percent.

(16) "But the fight against rats must be maintained steadily and conducted everywhere in town," he said. "If efforts were relaxed in just one downtown block, so that the rats could find food and harborage, they would increase amazingly."

(17) **'Go with the territory'** Rat drama has died down over the decades, but aspects of the war continue.

(18) Rats are the No. 1 pest A& A Pest Control technicians deal with on the coast, followed closely by ants and wood-boring beetles. The company is based out of Portland but has an office in Clatsop County.

(19) Reports of a rat infestation usually begin with a frantic call, technician Enrique Nieves said. When he goes to inspect a house, his first step is to try and figure out how rats are getting in.

(20) "My rule of thumb is the rule of thumb," he said. "If your thumb can fit in a hole, a rat can basically squish down and fit into that hole.

(21) Astoria baits 38 manholes every month to keep the rat population down in the sewer system. One residence contacts the Public Works Department nearly every month about rat problems. Nelson suspects something there continues to attract rats. When there are complaints about rats in a specific area, city staff will bait the nearest manhole.

(22) The city's building staff occasionally gets complaints from neighbors of abandoned or empty houses and properties attracting vermin. "There is little", said Ben Small, Astoria's building and code enforcement official, "We can do other than contact the property owner and remind them it is their responsibility to make sure a building is closed up and secure".

c) However, the main reason we don't have cob webs, rats, snakes and things like that is our insurance company won't allow us to keep them, so unfortunately you'll have to find them elsewhere in town. May we suggest City Hall.

d) Now let's head down the tunnel and along the way look at the collection of stuff along the way.

e) Take it slowly and let people use their flashlights and open the refrigerator door and show them the things that we keep our refrigerators underground(include some good gory stuff).

f) By the way you never know what the underground people keep in their fridge? Let's take a look…Maybe have a voice scream out WHAT ARE YOU DOING WITH MY FRIDG

g) That was fun. Oh well, not all our underground citizens are as friendly as the others. As we head down the tunnel take a look what treasures have been left. But beware…. You might be surprised at what is behind that can of Tuna (bwa ha ha)

h) Slowly walk to the narrowing of the tunnel as people are looking at the treasures as you walk to this When we get to the spot where it starts to go under the chair wall This is where we would stop before the next section and give the guests the option of scrunching down the tunnel or to follow the guide for a short cut we put in.

i) Oh no it looks like the tunnel is getting much smaller. Well scrunch down and scurry down to the next section but please watch you head.
j) Oh hold on a minute…My doctor told me if I hit my head on another wall that I might not survive next time. (Whisper) Well I have a secret! I cut out an opening in the Basement next door so I do not have to crawl down the narrow section.
k) So for the non-faint of heart please enjoy your jaunt down the tunnel and please watch your head. We will see you on the other side, (look away and whisper) …I hope.
l) Now for those of you that tend to be a little more cautious or don't want big bumps on your Noggin like me, follow me to the left and we'll just go around it and meet the incautious ones at the other end.
m)

7) A long tunnel that shows the Underground.
   i) Enter and when everyone has entered with lights off and smoke machine running and sound effects running talk about how scary this can be. Remind them about the rats.
   ii) You then turn on the lights for safety.
   iii) Take them to the area where the sounds echo.
   iv) As you walk down the tunnel show how the original tunnel is and give the opportunity to crawl down it.
   b) Then take them around the safe route.
2) (need to fill this part in more and create some more stories)
3) Once done with the main tunnel go out west side door to the gallery of Booze, Shanghai and lady's of the night.
   a) What you see:
      i) Pictures of top shanghaiers Jim Turk, Bridget Grant, Sullivan and Kelly.
      ii) Pictures of some notorious houses of Ill Repute
      iii) Pictures of the more famous Taverns
      iv) Map of the red light district and china town.
   b) Tell the true story about Shanghaied in Astoria
      i) Give some interesting facts about Crimps with "The True Story of Shanghai and what Crimps are"
      ii) Tell the story "Irish Grandmother head of biggest family of Crimps"
      iii) Tell story of the "Douglas Hotel" with picture of it now.
      iv) Tell story about "The 1883 fire and how the Vigilance Committee took care of Looters"
      v)
   c) End of part 1 Underground tour.

FACT SHEET

Founding of Astoria	**April 12, 1811**
First Lumber Mill	**1851**
Oregon Statehood	**1859**
First streetlights	**1844 (Coal/Gas)** **1888 (electric)**
Fires	**July 2, 1883** **Dec. 8, 1922**
First Train to Portland	**1898**
Street "fill"	**1905 (began)** **1922-23 (completed)**
First Telegraph Line	**1876**
First Telephone	**1877**
First Post Office	**1847**
First Newspaper	**1873**
First Paved Road	**1915**
Coast Hwy. 101 built	**1933**